

## SALARIES GO UP, NOT WAGES, IN RAIL WORLD, SAY EMPLOYEES

The U. S. Chamber of Commerce, which has Harry Wheeler, Chicago banker, for its president and the Chicago Ass'n of Commerce as a main cog, has its methods challenged by the Transportation Brotherhoods' Publicity bureau.

"It's conclusions were arrived at without hearing or asking for information from any one representing the employes," says the bureau in discussing rail strike statements issued by Wheeler and his committee. "They formulated their report from hearing only one side of the proposition.

"These tactics remind us of the methods of railroad attorneys in the courts when an injured workman is bringing suit—any maneuver to delay the case and wear out the patience and capital of the workman is so much gained for the railroad."

That the general officers who sit in leather chairs at mahogany tables at the general offices have had their own pay fixed up nice and dandy, while the men who run the trains are forgotten is alleged with these figures:

"Taking 62 western railroads as a fair example, the salaries paid general officers in 1900 were \$4,537,404 and in 1913 \$9,444,528, an increase of more than 100 per cent.

"Revenue of the railroads in 1890 was \$1.65 per freight train per mile, and 1914 the earnings were \$3.31 per freight train per mile, an increase of 100 per cent, which shows the freight train crews are producing double the revenue for the railroads, the general officers are receiving double the salaries and the train crews are doing double the amount of work they had to do a decade ago, with no proportionate increase in pay."

Troopettes at National Service school at Lake Geneva learned to bind wounds and make hospital cots.

## "CZARESS OF LAKE" IMPILORED FOR RIGHT TO SWIM

Philip A. Grau put on a pair of trousers over his bathing suit and went for a swim in the lake.

Grau lives in Wilmette, so he went to the new beach which had been started by the Wilmette Beach ass'n, supposedly for the benefit and pleasure of the people of Wilmette.

But Grau was told he could not dress for bathing at his home and use the beach unless he paid the regulation price of 50 cents for the privilege of a dip.

Grau thought there must be some mistake, that probably it was the trousers which were objectionable, so next day he put a raincoat on over his bathing suit. Again a beach cop chased him.

"Does a man have to pay 50 cents for swimming in a lake that belongs to the public?" Grau asked in a letter addressed to his neighbor, Mrs. G. L. Martin, head of the Wilmette Beach ass'n, which insists on a charge of 50 cents for bathers, "to keep the common people off the beach," as one of the wealthy members of the beach ass'n put it.

Grau calls Mrs. Martin "the czareess of the lakes."

## PROPOSE MOTOR BUS LINE FOR SOUTH SIDE

In an attempt to wrest a few thousand nickels daily from the Rockefeller-Insull financial crowd and their English friends and bondholders, C. H. Fyffe, attorney, asked the highbrow south park board to allow him to start a motor bus line to carry passengers over South Side boulevards.

Chairman of the board, John Barton Payne, beef-trust, beef-trust, railroad and brewery lawyer, put off immediate action.

U. S. Sen. Henry F. Hollis, N. M., father of rural credits law, will head western labor bureau in Wilson campaign.